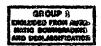


S E C R E T



FIRST TWO APPROACHES. AIRCRAFT ROTATION WAS GRADUAL WITH A

0322 (IN 98226)

SECRET

PAGE TWO

"MUSHING" EFFECT AS CONTRASTED TO A STALL BUFFET. AIRCRAFT
WAS CONTROLLED THROUGHOUT THE LANDING WITHOUT DIFFICULTY.
THE HEIGHT OF THE THREE SUBSECUENT APPROACHES WAS VARIED
FROM TWO TO THREE FEET. THE AIRCRAFT WAS LANDED IN A FULL
STALL, WITH NOTICEABLE BUFFETING AS CONTRASTED TO "MUSHING".
EACH TIME THE LEFT WING STALLED FIRST NECESSITATING IMMEDIATE
RICHT RUDDER AND AIRLERON. RUNWAY WINDS WERE CALM. A WING
DROP WAS NOT DETECTED ON THOSE LANDINGS WHICH WERE FROM LESS
THAN ONE FOOT THUS POSSIBLY EXPLAINING WHY THE DEFICIENCY WAS
NOT ENCOUNTERED ON ALL LANDINGS.

- 4. THE AIRCRAFT IS CONSIDERED UNSAFE FOR USE BY THE
- 5. A. THE CONDITION DID NOT EXIST PRIOR TO REMOVAL OF SYST XIII WG PGDS.
 - B. THE AIRCRAFT HAS NOT BEEN DAMAGED.
 - C. THE AIRCRAFT DOES NOT HAVE OUTBOARD STALL STRIPS.
 - 5 BELIEVE THAT POD REMOVAL HAS CHANGED THE STALL CHARACTERISTICS.
- 7. REQUEST APPROVAL TO INSTALL OUTBOARD STALL STRIPS, FLY AND ADJUST AS ND3-46. ADVISE.

END OF MESSAGE

SECRET